

(No Model.)

D. H. SOUTHWARD.
RAILWAY TIE.

No. 453,721

Patented June 9, 1891.

Fig. 1.

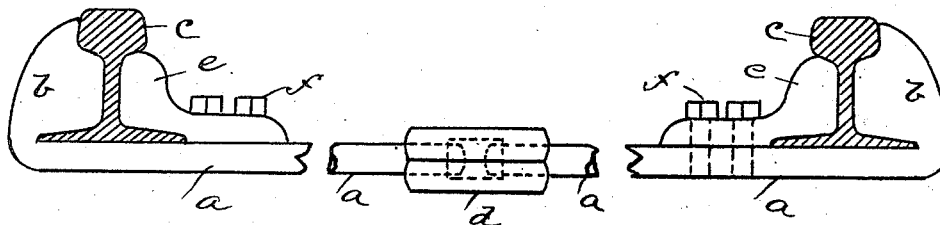
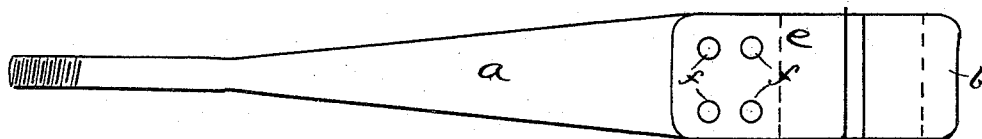


Fig. 2.



Witnesses:
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UNITED STATES PATENT OFFICE:

DAVID HOWARD SOUTHWARD, OF CORAOPOLIS, PENNSYLVANIA.

RAILWAY-TIE.

SPECIFICATION forming part of Letters Patent No. 453,721, dated June 9, 1891.

Application filed November 11, 1890. Serial No. 371,104. (No model.)

To all whom it may concern:

Be it known that I, DAVID HOWARD SOUTHWARD, a citizen of the United States, residing at Coraopolis, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Ties; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

My invention relates to an improved railway-rail tie to prevent spreading; and consists in certain details of construction, as will be fully described hereinafter.

In the accompanying drawings, Figure 1 is an end sectional elevation of a railway-track having my improved tie attached thereto. Fig. 2 is a plan view of one of the sections of the same.

To put my invention into practice I provide two castings *a*, having each an enlargement *b*, formed on their outer extremities, the inner contour of which corresponds to the outer contour of the rails *c*. These two sections *a* are coupled and held together by means of a sleeve-nut *d*, having right and left hand threads formed therein, which engage with similar threads formed on the inner extremities of the sections *a*. Attached to each of these sections *a*, by means of suitable bolts *f*, are two castings *e*, which fit closely against the rails *c* and confine the same therein.

In operation the sections *a* are connected together beneath the rails *c* by means of the threaded sleeve-nut *d*, and the said nut *d* operates to confine the rails to the exact gage or tread. The inner brackets *e* are secured to the bolts *f*, thus making a rigid coupling and render the spreading of the rails *c* impossible.

Having thus described my invention I claim—

1. A railway-tie comprising the bars provided at their outer ends with the integral upwardly-extending portions adapted to bear against the outer faces of the rails, an adjustable coupling connecting said bars, and plates or castings fixed to said bars and bearing against the inner surfaces of the rails, substantially as shown and described.

2. In a railway-tie, the combination of the bars provided at their outer ends with integral upwardly-projecting castings, the inner faces of which are curved to conform to the rail against which they bear, an adjustable coupling connecting the inner ends of said bars, and the plates or castings detachably secured to said bars and bearing against the inner surfaces of the rails, substantially as shown and described, for the purposes specified.

3. In a railway-tie, the combination of the bars provided at their outer ends with upwardly-projecting portions, said portions having a slot formed in one of their faces near the base thereof, and in which one side of the base of the rail is adapted to fit, the upper portions of said projections being recessed to partially receive the head of the rail, an adjustable coupling uniting said bars, and the castings bolted on said bars and bearing against the inner side of the rail between the base and head thereof, substantially as shown and described, for the purpose specified.

In testimony that I claim the foregoing I hereunto affix my signature this 22d day of September, A. D. 1890.

DAVID HOWARD SOUTHWARD. [L. S.]

In presence of—

M. E. HARRISON,
J. A. HERRON.